STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

June 29, 2004
Subject: Wells
Pin No. 10169.56
Project No. BR-1016(956) X
Bid Amendment No. 2

Dear Sir/Ms.:

Please make the following changes to your Bid Package:

1.) Delete in its entirety Special Provision Section 510 "Special Detours" 2 pages dated April 14, 2004 and replace with the new attached Special Provision Section 510 "Special Detours" 4 pages dated June 29, 2004.

2.) Add the attached 1 page Special Provision Section 527 "Energy Absorbing Unit (ET – 2000 System)"

Consider these changes prior to submitting your bid on June 30, 2004.

Sincerely,

For Scott Bickford
Contracts & Specifications Engineer

Wells
BR-1016(956)X
June 29, 2004

SPECIAL PROVISION
SECTION 510
SPECIAL DETOURS

Section 510, Special Detours of the Standard Specifications is amended as follows:

510.042 Vehicular and Pedestrian Traffic Not Separated: The following shall be added to f. Waterway Opening.

The bridge clearances shall be adequate to allow recreational boat traffic below the structure. The vertical clearance shall be equal to or greater than the existing bridge structure.

510.042 Vehicular and Pedestrian Traffic Separated: Remove section and replace as follows:

The provisions of both Section 510.03-Vehicular Traffic Not Separated, and Section 510.041-Pedestrian Traffic Only, shall apply to this Section. The pedestrian sidewalk shall be overhanging out from the bridge structure. A traffic rail shall separate the pedestrian sidewalk and the roadway. A pedestrian height rail shall be on the exterior of the overhanging sidewalk. The temporary structure shall be curved and have two lanes of vehicular traffic and minimum lane widths of 3.6 m lanes.

A temporary waterline shall be supported by the temporary structure. The KKW Water District shall supply the HDPE pipe, fittings, and equipment and labor required to make the tie-ins. The Contractor shall supply the hanger system design and materials required for the waterline. The support system shall be designed by a Professional Engineer Registered in the State of Maine. The unfactored design load for the water and pipe is 55 pounds per foot.

510.053 Vehicular and Pedestrian Traffic Separated: The following shall be added to this Section.

The temporary structure shall be built as to cover the length of the wetland. No temporary fills shall be placed on existing wetlands. The abutments shall be built on the roadway as not to extend into the wetland areas. The piers shall be pile bent with only piles impacting the wetland.

510.055 Temporary Utility Poles: The following shall be added to this Section.

Temporary pipe piles shall be placed by the Contractor for use as utility poles as shown on the plans. The pipe piles shall be designed by a Professional Engineer Registered in the State of Maine according the National Electric Safety Code. The following design loads were supplied by the utilities and are given below. The utilities shall need assistance reaching the poles to attach their cables and remove their cables from the poles. If there are any questions about the design loads or materials used for the temporary utility relocation, please contact the respective utility contacts given in Special Provision Section 104 - Utilities.

a.Verizon: The cable weight including storm effects is 3.0 pounds per foot. The hardware required includes a ¾" galvanized bolt; coarse thread protruding approximately from the face of pole will be required at each pole. The attachment bolt shall be located a minimum of 12" under the proposed cable television attachment.

b. Time Warner Cable: The ¼" galvanized stand weight is 0.12 pounds per foot. The 0.715" and 40 count fiber cable weights are both 0.25 pounds per foot. The hardware required includes a ¾" galvanized bolt; coarse thread protruding approximately from the face of pole will be required at each pole.

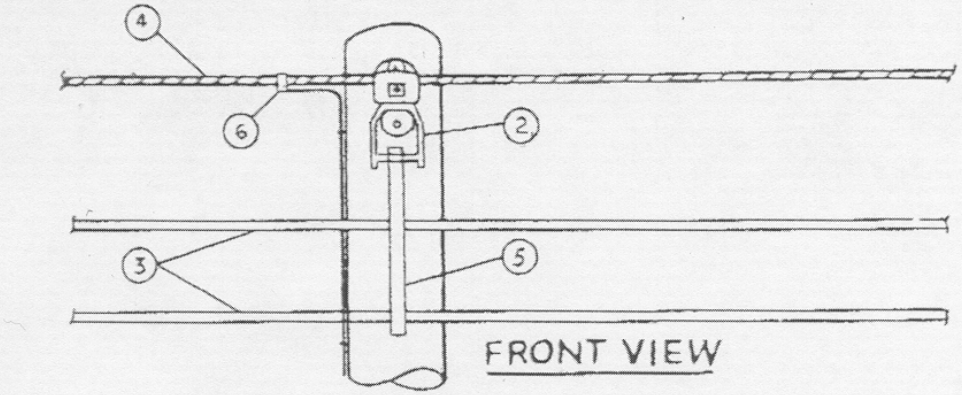
c. Central Maine Power: The temporary utility poles shall be design for and unfactored tension in the sagged cables of 6200 pounds. Holes will be needed to be drilled into the poles to accommodate the attachment scheme shown on a sketch at the end of this Special Provision. CMP shall design, supply and place there own hardware and hangers.

510.09 Basis of Payment: Add the following:

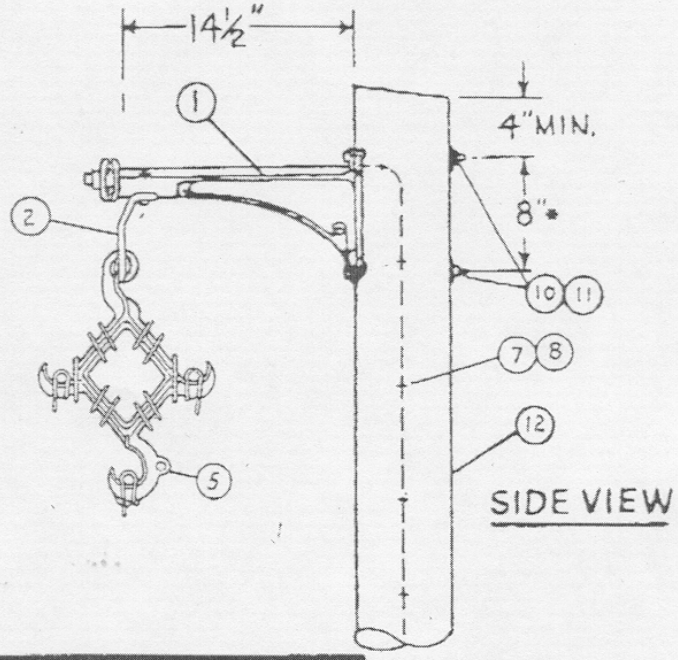
The contract lump sum price shall include payment for all materials, labor, and incidentals required to install the temporary utility poles and utility attachments and remove them when the project is complete. The price shall also include the design of poles and assistance given to the utility companies to attach their utilities.

The contract lump sum price shall include payment for all materials, labor, and incidentals required to install the temporary waterline and remove it when project is complete. The price shall also include the design of hanger system and assistance given to the utility companies to attach their utilities.

510 - SPECIAL DETOUR



FRONT VIEW



SIDE VIEW

MATERIAL LIST

ITEM	DESCRIPTION	QUAN.
1	Messenger Bracket. Hendrix Type BM-5A (Alum Alloy) or BM-14 (Galvanized Malleable)	1
2	Stirrup, Hendrix Type TS-1, Supplied With ½" Bolt and Self-Locking Nut	1
3	Hendrix Aerial Cable, (Size and Voltage Rating As Required)	As Req.
4	Messenger, (Size And Type As Required)	As Req.
5	Hendri-Clamp With Ties, (Type As Required)	As Req.
6	Connector, (Size And Kind As Required)	1
7	Ground Wire, S.D. Copper, Solid #6 Minimum	As Req.
8	Ground Wire Staple, Copper Clad Or Galvanized	As Req.
9	Grounding Assembly, (Type As Required, Not Shown)	1
10	Machine Bolt, 5/8" x Required Length	2
11	Square Washer, 2¼"x2¼"x3/16", (Minimum)	2
12	Pole, (Length And Class As Required)	1

Rev. 5/86

Hendrix WIRE & CABLE CORP., Milford, New Hampshire

Typical Tangent Construction Using Type BM-5A or BM-14 Tangent Bracket and TS-1 Stirrup for Hendrix Aerial Cable Construction Through 35KV.

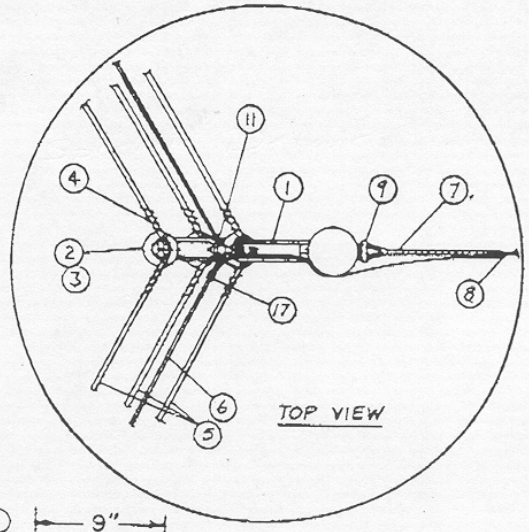
Notes:

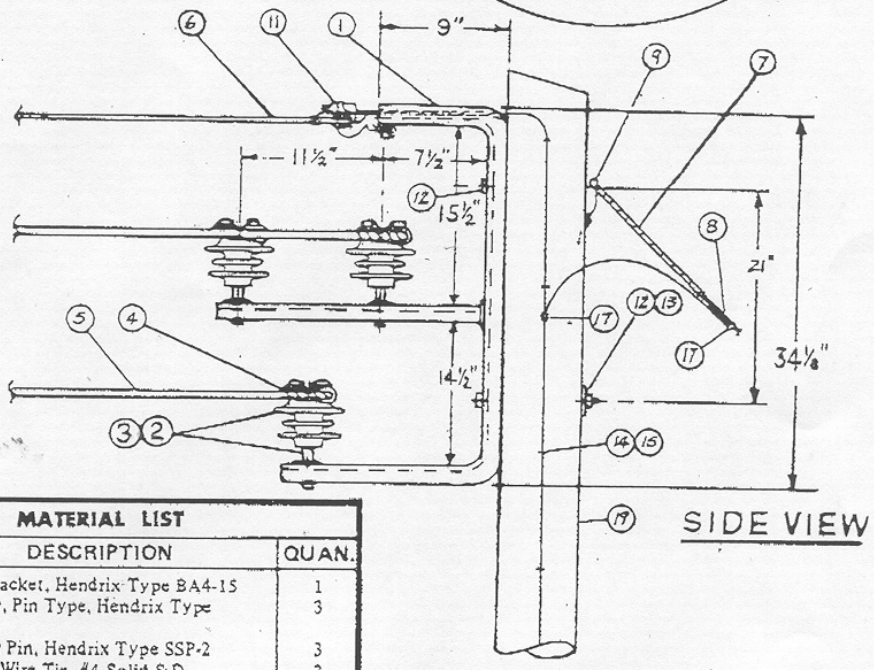
1. Tangents as defined for Hendrix Aerial Cable construction includes angles to 6° maximum.
2. Any horizontal load created by a minor angle should be guyed for proper construction.
3. TS-1 Stirrup must be bolted through the hole closest to the end of the bracket near the messenger clamp.
4. Whenever vertical loads are expected to exceed a maximum of 1000 #, the use of 3" square, curved washers are recommended.
5. Do not install stirrup or ground until conductors are installed.

"8" shown is for BM-14, 5" Req'd for BM-5A.

	BY	DATE	DRAWING NO.
DESIGNED	T.R.H.	Jan. '63	C-TA-05
DRAWN	T.R.H.-J.B.	May '63	
CHECKED	T.R.H.	8-1 -63	ISSUED: Aug. 19, 1963
APPROVED	T.R.H.	8-1 -63	SCALE: As Shown

510 - SPECIAL DETOUR





MATERIAL LIST

ITEM	DESCRIPTION	QUAN.
1	Angle Bracket, Hendrix Type BA4-15	1
2	Insulator, Pin Type, Hendrix Type HPI-15	3
3	Insulator Pin, Hendrix Type SSP-2	3
4	Covered Wire Tie, #4 Solid S.D. Aluminum With .030" Polyethylene	3
5	Hendrix Aerial Cable, (Size And Voltage Rating As Required)	As Req.
6	Messenger, (Size And Type As Required)	As Req.
7	Preshaped Type Grip, (Size And Kind As Required)	1
8	Guy Strand, (Size And Type As Required)	As Req.
9	Guy Hook, Continental #GA-56X, Or Equal	1
10	3-Bolt Guy Clamp Or Automatic Type Dead End, (Size And Kind As Required; Lower End Of Guy, Not Shown)	1
11	Angle Clamp, Hendrix Catalog #CMA-1, Or Equal	1
12	Machine Bolt, 5/8" x Required Length	2
13	Square Washer, 2¼" x 2¼" x 3/16", Minimum	1
14	Ground Wire, S.D. Copper, Solid, #6 Minimum	As Req.
15	Ground Wire Staple, Copper Clad Or Galvanized	As Req.
16	Grounding Assembly, (Type As Required, Not Shown)	1
17	Connector, (Size And Type As Required)	As Req.
18	Anchor And Anchor Rod, (Size And Type As Required, Not Shown)	1
19	Pole, (Length And Class As Required)	1

Rev. 1-79

Hendrix WIRE & CABLE CORP., Milford, New Hampshire

Typical Angle Construction Using Type BA4-15 Angle Bracket for Hendrix Aerial Cable Circuits Through 15 Kv, For Angles to 60°; Standard Duty Construction Only.

Notes:
1. Standard Duty Construction - 8,000 # maximum expected tension in messenger; Heavy Duty Construction— maximum tension of 8,000# to 12,000 #.

	BY	DATE	DRAWING NO.
DESIGNED	T.R.H.	Feb. '62	C-A1160
DRAWN	T.R.H.-J.B.	Aug. '62	
CHECKED	T.R.H.	9-13-62	ISSUED: Sept. 27, 1962
APPROVED	T.R.H.	9-13-62	SCALE: As Shown

SPECIAL PROVISION
SECTION 527
ENERGY ABSORBING UNIT
(ET-2000 System)

Description. This work consists of furnishing and installing a ET-2000 crash cushion as a permanent energy absorbing system in accordance with these specifications at location(s) shown on the plans or established by the Engineer.

Materials. The energy absorbing system shall be the ET-2000 System as manufactured by Syro Steel Company of Girard, Ohio as approved and crash tested by the Federal Highway Administration.

Replacement Parts. The Contractor shall provide a complete spare set of all above ground parts for five of the energy absorbing systems. All spare sets will be delivered to the local Division Office.

Installation. A set of installation drawings will be provided to the Engineer for the system installed. The system shall be installed in accordance with the manufacturer's recommendations and the installation drawings.

Method of Measurement. Energy absorbing system will be measured by each unit, complete in place and accepted.

Basis of Payment. The accepted quantity of energy absorbing system will be paid for at the contract unit price which shall include a complete spare set of all above ground parts for five energy absorbing systems and all incidentals necessary.

Payment will be made under:

Pay Item	Pay Unit
527.303 Energy Absorbing System (ET-2000)	Each